

Trends

Before we developed this handbook, the Safety Center asked the fleet for input. We received so much that we couldn't include all of it. We tabulated the responses and came up with a list of the most popular initiatives and programs being used by Navy and Marine Corps commands.

BEST PRACTICES

1. Traffic-safety stand-downs and traffic-safety briefings – prior to long weekends and major holidays, weekly, quarterly, semi-annually
2. ORM process – includes vehicle checklist, risk assessment, and travel plans
3. DUI-specific programs: DUI fairs, safe rides, calling cards
4. Intrusive leadership – policy statements, proactive safety culture, disciplinary actions
5. Partnerships – local law enforcement, medical services, advocate groups
6. Motorcycle-rider program – includes motorcycle safety course and motorcycle club
7. Refresher courses – motorcycle, driver improvement, NKO
8. Group discussions – focus groups, DUI/alcohol discussions, morning reads, what-if scenarios

POPULAR CAMPAIGNS

These are campaigns implemented by commands or in collaboration with safe-communities partners.

1. Critical Days of Summer
2. Right Spirit
3. Click It or Ticket
4. Safe Cab or Topsy Taxi
5. DUI Scenario
6. You Drink and Drive. You Lose
7. Save A Life Tour

NEW CAMPAIGNS

Up-and-coming campaigns that are worth exploring:

1. **18 Vigilant Days of Christmas:** Commander, Fleet Activities Okinawa – Inspired by the Critical Days of Summer campaign, it begins the weekend before Christmas and ends the weekend after the first New-Year weekend.
2. **Package for Next of Kin:** Strike Fighter Squadron One Zero Six – Prior to a holiday weekend, personnel receiving traffic/DUI citations since the preceding weekend are marked as potential fatalities and must pack belongings to be sent to next of kin.

When Are They Most At Risk?

Here is something that we do know from our analysis of PMV-related deaths:

- We know when they happen and why: The majority of them happen at night, particularly weekend nights.
- We also know that in almost half of the mishaps, the people weren't wearing their seatbelts.
- More than a third of them were speeding or drinking.
- One-fifth of them were just too tired to be behind the wheel.

In some of these mishaps, more than one of the above factors were involved.

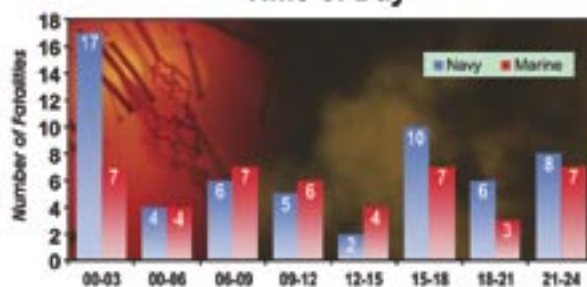
FY05 PMV Fatalities by Month



FY05 PMV Fatalities by Day of Week



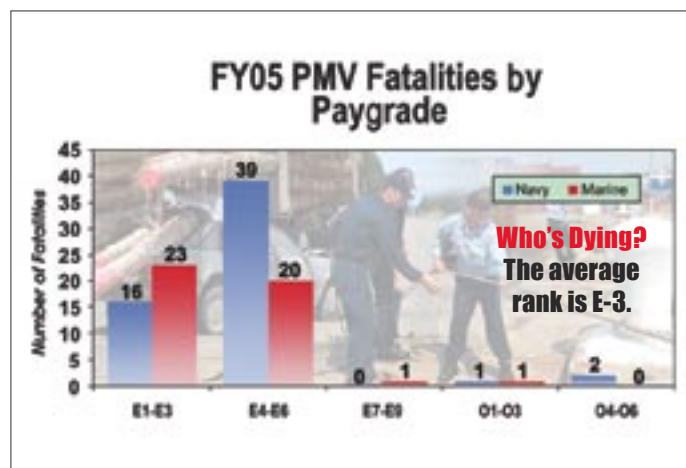
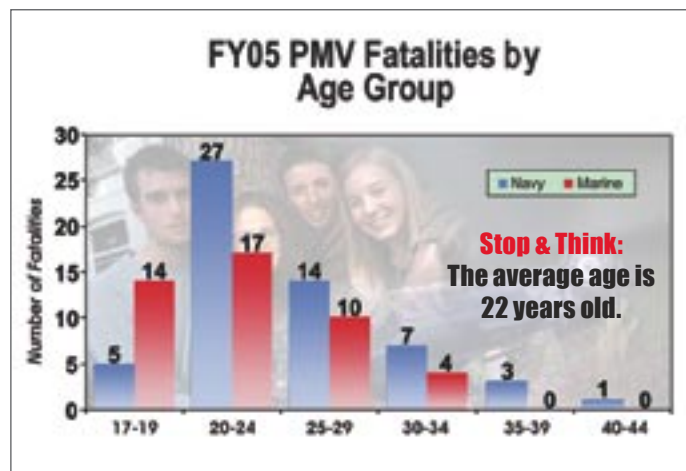
FY05 PMV Fatalities by Time of Day



SURVEY SAYS...

Here are some results from Naval Safety Center shore/traffic surveys:

- **Ineffective oversight:** Some bases don't have one person identified as a traffic-safety program manager or traffic-safety engineer. Traffic programs are fragmented at best with no oversight conducted by any command department.
- **Inadequate training:** One Marine Corps base had 294 personnel under 26 years old. One-hundred seven never had taken a driver-improvement course.
 - Drivers who were ticketed on base for traffic infractions were not referred to a driver-improvement course for training.
 - Emergency vehicle operators' course (EVOC) training was not conducted in accordance with Navy instruction. EVOC training in many cases was not adequate or vehicle specific.
- **Lack of ORM:** Some commands did not use ORM to identify hazards during high-risk activities, such as response of emergency vehicles. Pre-route selection was not being done in accordance with established standards.



How Are We Doing?

Every day, Sailors and Marines safely do a huge number of hazardous jobs in support of our critical mission. Many of our long-term mishap rates are decreasing. Nevertheless, preventable traffic mishaps exact unacceptable costs in personnel and equipment. Some people think that mishaps are unavoidable and simply the cost of doing business. They think that mishaps only happen to other people and that precautions are time-consuming and unnecessary. They are wrong.

Our traffic-mishap rate is a crisis. The body count of dying men and women of the Department of the Navy has gone beyond imaginable. As of printing of this handbook, 87 Sailors and Marines have died as a result of motor-vehicle crashes, making FY06 the worst year we've had in 15 years.

These mishaps did not have to happen. In some cases, the driver broke the law or got complacent behind the wheel. Leading causal factors of these mishaps include: nighttime driving, no seatbelt use, excessive speed, alcohol, and fatigue. Common distractions, such as road rage and cell-phone use, also contributed to some of these crashes.

57 FY06 target for total Navy and Marine Corps motor-vehicle deaths as part of the 75-percent mishap-reduction effort.

\$19.2 million The estimated monetary loss to the Department of the Navy for all PMV mishaps in FY05.

11 Total Navy and Marine Corps deaths during the major holidays (Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, New Year's) in calendar year 2005.

30% Alcohol-related fatalities out of the 224 Sailors and Marines who died in FY05.

24 Sailors and Marines under age 26 who accounted for alcohol-related fatalities in FY05.

0.7 seconds The time it takes for a 55-mile-per-hour crash to kill a person.

\$6,843.42 The total estimated amount of money (on the 2005 basic-pay chart) a lance corporal lost when his rank was reduced to private first class as a result of NJP for underage drinking.